

Dakota Flyer

OCTOBER, 1948

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GARRISON DAM, RIVERDALE, N. D. FROM THE AIR

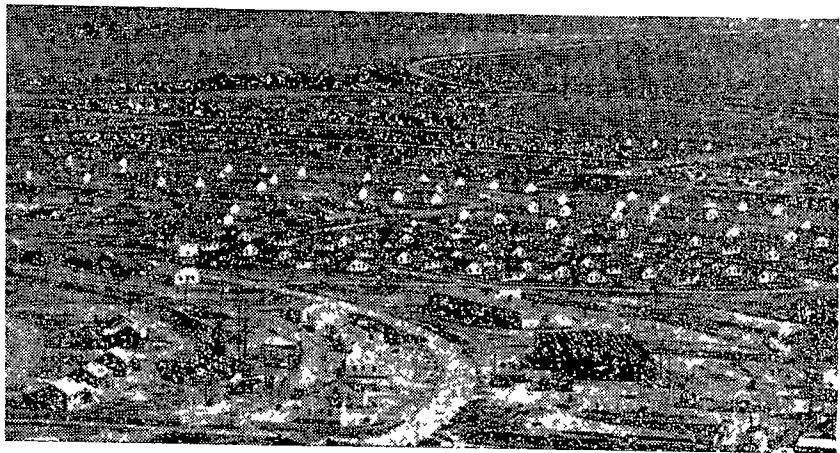


Photo by Leo. D. Harris

DAKOTA FLYER, 2nd ANNIVERSARY

Inside Your Aviation Magazine

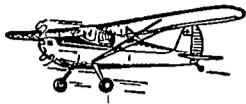
BY Word and Picture, The Dakota Flyer Brings

Its Readers a Most Interesting Monthly

AVIATION MAGAZINE

*Voice of
Dakota Aviation*

Cessna



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Flight Instruction and Carter Service

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Airport only a block from the most
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FORT PEMBINA AIRPORT

PEMBINA, NORTH DAKOTA

PILOTS---When in Dickinson, North Dakota

FINE FOODS - - REST and the famous **CORRAL BAR** at the

ST. CHARLES HOTEL

FRANK RAY, Prop

"THE VOICE OF DAKOTA AVIATION"

DAKOTA FLYER

DICKINSON, NORTH DAKOTA

Vol 11

OCTOBER, 1948

No 12

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Advertising and Circulation Ella Thompson
Associate Editor Marie Gress

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CIVIL AERONAUTICS ADMINISTRATION

Third Region

INTINERARY FOR OCTOBER, 1948

Oct 5—Tues	Municipal Airport, Devils Lake, N D	Flight, Written and Aircraft
Oct 6—Wednes	Port-O-Minot, Minot, N D	Flight, Written and Aircraft
Oct 7—Thurs	Wright Field, Williston, N D	Flight, Written and Aircraft
Oct 12—Tues	Municipal Airport, Grand Forks, N D	Flight, Written and Aircraft
Oct 19—Tues	Municipal Airport, Jamestown, N D	Flight, Written and Aircraft
Oct 20—Wednes	Municipal Airport, Bismarck, N D	Flight, Written and Aircraft
Oct 21—Thurs	Worth Field, Dickinson, N D	Flight, Written and Aircraft
Oct 26—Tues	Municipal Airport, Detroit Lakes, Minn	Flight, Written and Aircraft

Written examinations may be taken Monday through Friday of any week at 209 Walker Building, Fargo, North Dakota. Aircraft Inspections and Flight Tests at Hector Field, Fargo, North Dakota, may be secured by appointment only.

Fourth Region

Oct 4—Mon	Municipal Airport, Huron, S Dak	Flight, written and Aircraft
Oct 11—Mon	Municipal Airport, Huron, S Dak	Flight, Written and Aircraft
Oct 14—Thurs	Municipal Airport, Aberdeen, S D	Flight, Written and Aircraft
Oct 18—Mon	Municipal Airport, Huron, S Dak	Flight, Written and Aircraft
Oct 21—Thurs	Halley Airport, Rapid City, S D	Flight, Written and Aircraft
Oct 25—Mon	Municipal Airport, Huron, S Dak	Flight, Written and Aircraft

Gentlemen's Corner



This month, before we admirers of feminine beauty, we have MISS BARBARA LOOMIS of Fargo, North Dakota. While all the younger men ogle at the above picture, I shall give with the vital statistics, Miss Loomis is the Squadron Adjutant with the rank of 1st Lt of the Fargo Civil Air Patrol. She is 22 years of age and a member of the Fargo Flying Club. As a hobby she enjoys photography and for the past two years has been a student at NDAC. The Fargo Flying Club now owns a Piper J-3, but Miss Loomis prefers the Aeronca Champion. She has her private license and is pushing the 100 hr mark. In a more competitive hobby she builds and Flies Solid and Gas model Airplanes (Fargo Tower, Fargo Tower—This is N4071V Landing Instructions,—Over).

WHEN THE WEATHER IS HOT—DON'T COOL OFF ON SAFETY

The judge had given the culprit a dressing down and suspended his pilot's license for two years because of low and reckless flying.

"Your Honor," protested the accused, "I use my Plane in my work. My living depends upon my Flying.

"Quite true," retorted the magistrate, "but, unfortunately, so does the Aviation Industries."

Commercial Printing Co.

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Official Publication
STATE AERONAUTICAL NEWS
For
North Dakota

**FIVE AND ONE HALF MILLION
AIR MILES PER FATAL ACCI-
DENT**

North Dakota private aviation checked up approximately 38,900,000 air miles so far during 1948. Aviation accidents have accounted for seven fatalities, five of which were residents of North Dakota and two were non-residents, who were in route from Alaska to New York.

Five and one half million air miles have been flown in North Dakota for each fatal accident occurring during 1948 up to the present time. According to Harold G. Vavra, Acting Director of the state Aeronautics Commission, analysis of the North Dakota aircraft accident reports reveal the following:

Two fatalities in two separate accidents were caused by a private pilot flying into instrument weather conditions, snow and low ceiling during the past winter. The airmen in each case lost control of the aircraft resulting in a fatal accident.

One fatality in an accident due to the pilot accidentally stalling the aircraft while in a steep turn.

One fatality in an accident brought about by a pilot intentionally engaging in low and reckless flying. The aircraft struck telephone wires resulting in the fatality.

Two fatalities in one accident due to pilot violation of the airport traffic rules and regulations. The pilot conducted exceedingly low flight in the airport traffic pattern, 100 to 150 feet. The aircraft apparently stalled in a steep banked turn.

One fatality in an accident in which the apparent cause has not been determined.

Six of the seven fatalities were airmen within the age group of 17 to 22 years. One fatality was in the age group 57 to 60 years. It is interesting to note that the 17 to 22 age group fatalities with aircraft, more or less coincides with the high accident rate of the 15 to 24 age driving motor vehicles. This age group accounts for the greatest number of aircraft fatal accidents and according to the National Safety Council official

CAA FLIGHT EXAMINERS MEET

A meeting of flight examiners and representatives of the CAA was held August 31, 1948, at the Bismarck Municipal Airport. Donald Thompson, Senior Aeronautics Inspector for the CAA served as moderator of the session. Twenty-five instructors and flight examiners were present for the meeting.

Don Thompson discussed the issuance of student pilot certificates by private and commercial pilot examiners followed by a review of Civil Air Regulations Parts 20, 43 and 60. The importance of full compliance with the CAR when conducting flight tests was stressed by Thompson. The group reviewed the CAR pertaining to visibility and proximity to cloud minimums, proper flight altitudes inside a control area and cruising altitudes outside of control areas.

Harold G. Vavra, acting director North Dakota Aeronautics Commission told the group that the subject of "Air Safety" was of utmost im-

portance to student airmen, private pilots and flight instructors. Vavra said the State Aeronautics Commission desired to further promote air safety through distribution of colored air safety posters designed to warn airmen of the results of careless flight planning and low reckless type flying. Vavra said the CAA Air Safety Buletins such as "Small Field Traffic," "Runways Shrink" and others should be distributed to all registered North Dakota airmen.

It was pointed out that local promotion of aviation could be greatly improved by co-operation of the local airport management with the local newspaper with the idea of publishing a news column devoted to local aviation activity. The Bismarck Tribune was pointed out as an example of local newspaper co-operation with the airport management in the printing of the column "Air Lines" which is devoted to local aviation news.

NASAO ANNUAL MEETING

The National Association of State Aviation Officials will convene October 6, 7 and 8th at Boston, Mass., for the NASAO annual convention. Reports will be heard from the various committees pertaining to new legislation, airport engineering, le-

data, the age group 15 to 24 also accounts for the greatest number of motor vehicle fatal accidents.

It is the belief of the Aeronautics Commission that the fatal accident rate involving aircraft can be reduced 50% in North Dakota if the pilots will abide by both the state and CAA flight rules and regulations. About 85% of the fatal accidents during 1948 have been brought about, either by intentional or unintentional violation of rules and regulations which have been designed for the safe operation of aircraft.

gal, safety and law enforcement and aviation education. Speakers on the three day program include Hon. Robert F. Bradford, Governor of Mass.; Dr. Lynn L. Bollinger, Professor Harvard School of Business Administration, Joseph J. O'Connell, Jr., Chairman Civil Aeronautics Board, Hon. Owen Brewster, Senator from the State of Maine; and Delos W. Rentzel, Administrator of Civil Aeronautics.

Inspection trips will be made of the MIT (Massachusetts Institute of Technology) aeronautical laboratory, Raytheon Radar laboratory and the activities of the Aeronautical Research Foundation. Harold G. Vavra, acting director of the North Dakota Aeronautics Commission expects to attend the convention.

EDITORIAL

Dakota Air Ambulance

More than 30 years ago, for-sighted Rev Dr John Flynn began to dream of the day when medicine and aviation could be harnessed to serve the scattered population of Australia's lonely outback places. During his long bush journeys by camel, horse and buggy, and by automobile, he had seen many tragedies caused by lack of medical facilities. Dr Flynn once travelled 140 miles by camel to help a distressed family. Doctors and Hospitals were sometime hundreds of miles away and could not be summoned in time to treat urgent cases of illness, accidents or childbirth.

Today Australian Flying Doctors cover approximately 130,000 Flying miles annually.

In March 1948 the DAKOTA FLYER carried its first story and pictures on the Flying Red Cross as being utilized currently in Canada today. Airplane are used extensively by the Government to carry provisions, medical supplies and hospital patients whenever necessary in the Dominion of Canada.

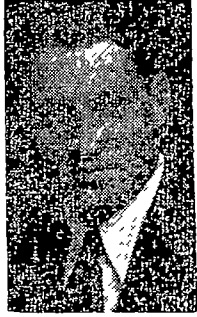
In May 1948 North Dakota was rewarded by a proposal by W E Keller of state Aeronautics Commission for one or several state-owned ambulances. This proposal has received favorable reception in discussions by the commission.

We in the Dakotas are very fortunate in our abundance of airplanes and pilots that are willing to serve in such a capacity when emergency arises. However many communities and rural neighborhoods are of necessity, distant from hospital facilities, air ambulance service would be of great public benefit to the citizens of the Dakotas. We cannot over-emphasize the importance of state-owned air ambulances properly equipped to provide the kind of transportation needed. Planes equipped with stretchers, and maned by trained personnel are needed in cases of serious personal injuries or serious sickness. The average small community is not financially able to build the necessary hospitals and with the present shortage of physicians and nurses it seems feasible for individual states to provide the necessary air ambulances.

This may further be a worthy project for some local clubs and organizations of our larger communities. We are fortunate that the aircraft industry now offers excellent types of aircraft with outstanding performance, speed and cost that may be worthy of our consideration for this particular project.

This great public service may be had in even the most remote sections of our states and we have the assurance that when sickness comes or accidents happen, rich or poor, a well equipped hospital with qualified Doctors and Nurses are only a few hours away.

May we accept the challenge and get behind W E Keller's proposal for air ambulances in North Dakota.



Carl Thompson

Tailwind Tattler

Cessna is OUT IN FRONT in sales for August as they delivered 179 airplanes. PIPER dropped off 151 sales over the month of July. Piper and Cessna have been running almost neck-n-neck as Piper sent 300 airplanes overseas.

* * *

Secretary of Air Symington reports that steps are now being studied to allow flight instructors that are members of United States Flight Instructors Association to qualify for reserve training. Membership to the USFIA is only \$5.00 and details may be had from Wing Commanders Donn McFall of Spearfish, S D or Carl Thompson of Dickinson, N D.

* * *

REIDELL EIDEM of Stanley, N Dak became the first student on a Goodyear Crosswind Landing Gear in North Dakota. Mr Eiden is a new proud owner of a Cessna 140. He is a business man in Stanley.

* * *

AT REQUEST of the Aviation Operators The DAKOTA FLYER has been printing a series of safety articles. Thanks to W. H. Rodda, the articles have been carried for the past five months.

* * *

HAVE YOU AND YOU sent in your subscriptions for the DAKOTA FLYER? Letters are pouring in and every body is enjoying it. Don't miss a single copy, your interest is essential.

* * *

Out at KLAMATH FALLS, ORE. approximately 30 airplanes have been buzzing grain fields in an attempt to frighten hungry migrator ducks away. One of the planes is equipped with an Air Horn to scare the ducks now getting venturesome about ordinary aircraft.

* * *

has been done and settlement has not been made.

At 6:30 p m there will be a banquet. All persons that wish to attend are urged to send in their checks for \$2.50 per person to Mr. Harold Vavra, c/o Aeronautics Commission, State Capitol, Bismarck, North Dakota.

Airport Operators Gather at Bismarck on October 14th

It was announced that the North Dakota Aviation Operators Association (VA) will be under major discussion. The Aeronautics Commission will welcome suggestions on crop spraying regulations, State-owned ambulance service, State participation in the building of airports, gas tax, and the possibility of putting a lien on aircraft for which shop work

FLYING HIGH

with

MARIE

"Hello Ladies" Although I have already answered your letters, I want to thank you again now for the friendly encouragement and enthusiasm which has been extended to this page recently. Since several women seem to like the idea of the women's club which I spoke of in the August issue of the DAKOTA FLYER, I feel that we should now take some more definite steps toward organizing.



Marie Gress

For those that did not read the August issue of the "Flyer," I will briefly go over the plans thus far. The women pilots and the wives of pilots in North and South Dakota are discussing tentative plans for forming a club which would not only enable us to get better acquainted with one another, but would also prove beneficial in giving us additional aviation knowledge.

Below is a blank for pre-registration. It will not give you your membership as it is only a temporary survey to give me a way of knowing how many of you are interested. I hope it will be all you. After we compile the result we will be able to take further action. Remember we want women pilots, wives of pilots, and aviation enthusiasts, so every woman is eligible. Fill in the registration blank and mail it to—

"Marie"
Box 624
Dickinson, N Dak

I would appreciate any suggestions you may wish to contribute for the furtherance of the club.

* * *

There are many species of widows—Black widows, grass widows, and such,

But there is one kind of widow You don't hear about so much

I refer to the Airport Widow, She's a little-known variety, She's an airport operator's wife, Unsung Heroine of Society

There are only two solutions To the Airport Widow's plight She could find a handsome gigolo To take her out each night

Or she could get disguised as an airplane

With tricky camouflage—

Hubby might pay more attention If she had wings and a fuselage!

The Airport Widow is happy though,

And her husband can do no wrong Maybe some day he'll notice her! (Ha! She should live so long!)

—Mrs Albert Snyder, Jr
* * *

Kind of cute—and oh! how true However, the "Airport Widow," although sadly neglected, would not be happy if her husband was not doing the work he is satisfied with. So who are we to complain???

* * *

I read recently that "Recruiting and selection of enlisted women for the newly authorized WAF (Women in the Air Force) is expected to get underway soon.

To qualify for enlistment in the WAF, women must be unmarried, US citizens between 18 and 35, women under the age of twenty must have parental consent, and women over 35 with prior military service will be accepted if their prior service equals or exceeds the number of years they are past 35. Women without prior service must be high-school graduates and will be given 11 weeks of basic training at an Air Force Base in the San Antonio, Texas, area."

Newly appointed head of the WAF is Colonel Geraldine P May, a native of Albany, New York, and a graduate of the University of California.

Thinking Takes Time

Sponsored Monthly by the North Dakota Aviation Operators Association

Split Second Reaction Is Needed When Trouble Develops Suddenly

An old fellow who taught us to drive an automobile years ago had an accident prevention system all his own "When you get in trouble," he used to say, "Tramp both feet to the floorboards, one on the brake and the other on the clutch—in other words, stop smart!" His idea was that it takes time to think and the driver should be prepared to act automatically to avoid an accident. You can't stop an airplane in mid-air, but there is an automatic action which is correct for practically any flight emergency. That is—get the stock forward!

Inadvertent stalls are aviation's No 1 flight hazard. An airplane hesitates for only a moment as the stall begins and if the pilot's action is sluggish, the plane flops out of control. If the pilot has trained himself to shove the stick forward in an emergency, he will retain control.

If the engine fails in mid-air, it is necessary to maintain flying speed in order to make an emergency landing. Here again the correct reaction is forward stock in an effort to make the best possible use of the distance between you and the ground. The plane will not hang in mid-air waiting for you to make up your mind.

Even if the trouble occurs when you can see the leaves on the trees below, it is better to slice your way between trees than to stall and spin onto the flattest airport in the world.

W H Rodda

LET THE DAKOTA FLYER BUY OR SELL YOUR AIRPLANE AND PARTS!

I AM INTERESTED IN YOUR WOMEN'S CLUB

My pilot rating is

My husband's pilot rating is

Occupation

"Aviation Information"

Prepared for you by F. Trumbauer
Assistant to Regional Administrator
For Personal Flying Development

"AIRSPIN MAINTENANCE"

Airplane Repairs Must Correct the Cause of Trouble, Not Merely Relieve the Symptoms — Headache remedies frequently ease the pain without removing the cause. The pilot who is satisfied with upkeep barely sufficient to keep his plane operating will find himself in serious trouble.

An accident at a Michigan airport a few months ago illustrates the dangers in flying a plane which has not been kept in the best operating condition. Before taking off, the pilot spent an hour taxiing about the field and running the engine, which did not develop full R.P.M. He took off after an abnormally long run and reached an altitude of about 100 feet. The engine began backfiring through the carburetor and, while the pilot was trying to reach a wheat field for a landing, the plane settled to within a few feet of the ground. The left wing struck the branches of an apple tree and the plane came to rest on the nose.

An A & E mechanic had warned the pilot regarding the condition of the engine, and it was reported that the pilot had replaced several parts with ones made in a garage by an automobile mechanic.

The C.A.B. report stated that the probable cause of the accident was foolhardiness of the pilot in attempting flight with an engine which he knew was not in an air-worthy condition.

"EYES THAT SEE NOT"

A blind man doesn't wreck an airplane, because he knows his limitations and doesn't try to fly, but the pilot who is half blind by a dirty windshield or poor sun glasses may not realize that he cannot see.

The C.A.B. report on an accident in west Virginia last fall stated, "The windshield was discolored and checked and at the time of the accident was covered by a light film of oil, restricting visibility to a great extent." Neither the instructor nor his student saw a 70 foot tree until it was too late to avoid it.

It is an unfortunate fact that airplane windshield materials deteriorate under the influence of sun, dirt, and harsh cleaning materials. Windshields should be kept clean by using one of the special cleaners which remove all oily film and which do not encourage checking of the surface. Windshields which have become checked or discolored should be replaced before they cause an accident.

Another pilot got in trouble when he failed to remove his sun glasses after the sun had set behind a heavy bank of clouds. Light conditions were those of approaching nightfall, and the pilot's visibility was restricted by glasses intended for glare conditions.

Airplane on Ranch a Useful Machine

The beloved family jalopy is getting some tough competition from the airplane in the range country of South Dakota. On an inspection tour, I visited the ranch home of the Isaac John family, seven miles south of Stool, in the northwest section of the state. I found that Mr. John flew the children to school and back each day and that his airplane was one of the most valuable pieces of equipment on the place. Mrs. John is also a capable flyer.

During the visit I discovered that at least 20 other ranchers around Stool plan to buy planes and utilize them in their daily work. The same situation was found to exist near Buffalo and Bison where planes can be of much assistance because the distances between points are so great.

One incident that impressed me was the fact that Mrs. John flew down to Faith one day (about 75 miles) to find out of an elevator there could take a truck load of grain. Inasmuch as there is no airport in Faith she landed in a field and went about the business. Upon learning that the grain could be sold she returned home by air,

jumped into the truck, and drove to Faith with the grain.

During the winter Mr. John's plane does a good deal of duty as an aerial taxi. Besides taking the children to school, he also flies four teachers to their jobs when roads are impassable. His wife is usually available to take over for him when he's busy with other things.

The plane is used almost exclusively for business purposes and rarely for pleasure. The rancher uses it to hop into town for groceries, to check fences and sheep on the ranch, and for flying machine parts to the ranch. Mr. John said he would rather part with any other machine on the ranch than give up his plane.

The plans of ranchers for procuring airplanes illustrate the fact that there is an immediate need for airports and the need will increase in the future. Airports need not be expensive and concrete runways are not necessary. Grass landing strips are quite suitable. The trend to more participation in flying will make flying commonplace in the future rather than unusual.—L. V. Hansen, Secretary S. D. Aeronautics Commission.

JCC Sponsors

Breakfast Hop

Eight airplanes from Pierre participated in a J.C.C.-sponsored "Breakfast" flight to Moberly Sunday morning.

In the group were Dr. and Mrs. J.T. Cowan, Dr. and Mrs. Gutch, Mr. and Mrs. Bert Lappe, Mr. and Mrs. Adna Keyes, Dr. Denton, Al Schwem, Merle Stark, Paul Inman, S.F. Jacobs, Ruth Bereson, and George Simpson.

The group took off from Pierre airport at 8:40 and landed at Moberly at 9:45. At the Moberly airport they were met by Warren Kelley, A.G. Weishaar, Art Smith, and Pat Desart, who took the group to the American Cafe for breakfast.

Following the breakfast the group landed at Gettysburg airport en route home. They landed at Pierre about 2 o'clock p.m.

The group decided to have one breakfast flight a month which will be arranged by the aviation committee of the Junior Chamber of Commerce.

We'd Like
You . . .
To Meet



Howard Henry of Westhope, All-Party candidate for Governor of North Dakota on the Democratic ticket, is one of our state's leading aviation enthusiasts. He pilots his own plane, a Navion, and it was largely through his efforts that his home-town of Westhope now boases of one of the finest small town air ports in North Dakota.

Starting his training in 1946, he was the first pilot trained at the Westhope air port and now has over 600 hours of flying time to his credit. He is squadron commander of civil air patrol of Westhope, and is also a lieutenant-commander in the state



CESSNA OFFERS AMBULANCE KIT—A conversion kit for the Cessna 170 is now on the market. It sells for less than \$100.00 and takes only a few minutes to install. There is no alteration necessary.

wing of the civil air patrol at Fargo. He is a member of the Flying Farmers of North Dakota, serving as their vice president in 1947 and as secretary-treasurer in 1946.

Mr. Henry feels that one of the vital needs of our state is the development of air ports in the smaller towns and villages, as in the near future, a town without an airport will be like a town without a railroad. The use of airplanes for spraying and the control and eradication of weeds and plant diseases is rapidly coming into use, and the time is not too far distant when farmer will include an aeroplane as a "must" in their farm equipment list, and must be trained to fly.

Kenmare Meet

Forty-Six airplanes and over 3,000 spectators met at Kenmare on September 19th to witness a local Air Show. A regale display of acrobatics were flown by Dawane Larson of Ft. Clark and Bob Owens of Sherwood. A balloon busting contest by Walter Dohlund and Chuck Fenstermacker was very entertaining. Walter Colby of Stanley and Ervin Larson put on a coyote shooting demonstration, and Joe Engels of Minot took honors in his drunken flier act.

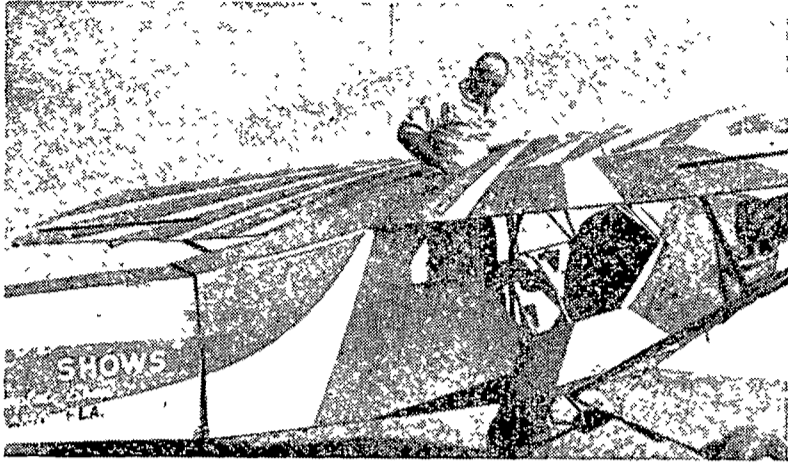
Ervin Larson of Stanley won the landing contest, and Mr. Barney of Minot won the shortest take-off contest.

America's Personal Plane - Aeronca

DAKOTA AVIATION COMPANY

Aeronca Distributors
HURON, SOUTH DAKOTA

Dakota Air Fair



Of special interest to the spectators at the Dakota Air Fair was Hal Ladwig and his famous broken back Cub. The Air Fair was climaxed as Hal landed his Cub on the World's smallest Airport, on top of an automobile.

BY JIM BASHAM

It was a complete success," was the general comment of the DAKOTA AIR FAIR sponsored by the Lemmon Junior Chamber of Commerce and held in Lemmon, S Dak on August 29

One hundred and thirty-three aircraft participated in the mammoth breakfast flight on that morning. The Lemmon Lion's Club assisted by the AOPA served flapjacks, bacon, coffee and rolls to over two hundred pilots.

Personal invitations were sent to two thousand North and South Dakota pilots.

The Air Forces sent a squadron of B-29's from Smoky Hill air field, Salina, Kansas. This squadron swooped low over the Lemmon Municipal Airport at 12:30 P. M. as a prelude to the airshow which started at 2:30 P. M. with dedication of U. S. Skyway Marker #6 by members of the Lemmon Civic Association.

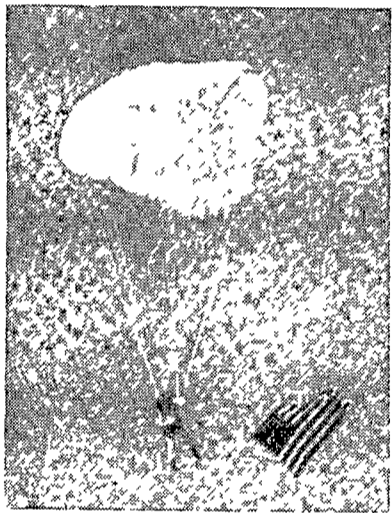
A. K. Roszawick's World Air Shows presented the airshow featuring Ray Timms, Hal Ladwick and Ray Henry. The show was well received by the visitors.

Lt. Col. Joe Foss and the South Dakota National Guard presented a demonstration of fighter tactics at 3 p. m. The Bly-Boys from the National Guard maneuvered over the field for a full thirty minutes.

An estimated fifteen hundred cars were parked within the airport boundaries.

Music for the air show was under the direction of Norman Sampson.

George Papke, General Chairman for the JAYCEE DAKOTA AIR FAIR, and Ray Kolb, Manager of



the Municipal field, stressed safety throughout the day and not a single mishap was recorded either in the air or on the ground for that day. Aircraft started arriving from South Dakota, North Dakota, Nebraska, Montana, Wyoming, Minnesota and one from Wilmington, Delaware as early as 8 a. m. and continued to arrive until 1 p. m. when the field was closed to normal traffic.

As the ships landed, they were directed to the gasoline pit where they were welcomed to Lemmon. From this point, jeeps led them to the parking space and automobiles took them to the registration point and thence to breakfast.

IN GRAND FORKS

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All Cars Radio
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PILOTS

Your Home Away
From Home

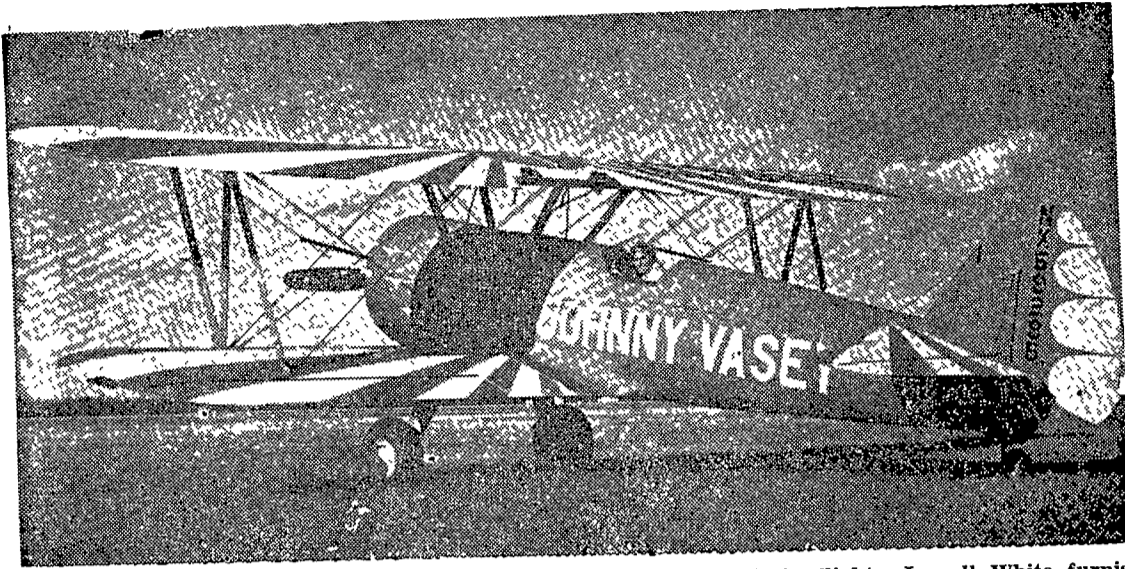
- DACOTAH HOTEL
- LOUNGE
- JOHN WARD

RESTAURANT

PHONE 1900

Grand Forks, North Dakota

Valley City N. D. Air Show



VALLEY CITY, North Dakota, was the site of one of the finest Air Shows in the upper midwest as Producer Ray L. Doan brought in another 2-hour show for his second appearance in Valley City. The Tigers Trio included: Major Art Davis, Capt. Johnny Vasey, and Capt. Bill Fisher. Their special built Stearman's included 450 H.P. Wasp engines, Smoke attachments, and extra bracings that their aircraft could be maneuvered spectacularly in flight. Lowell White furnished the comedy posing as a drunken flier in a runaway plane. Other members of the Show included Lyn Carmak, and Red Grant, Paratroop-

RED GRANT



thrills at the Valley City Air Show was a delayed parachute jump by Red Grant. This attraction was a near tragedy. "Red" was taken to an altitude of 5,000 feet by Bob Miller. After a drop of 2,500 feet he found his parachute would not open. On opening of his emergency chute, his descent was more rapid because of a two-foot rip in it. He landed about one-half mile short of the field.

FOR OCTOBER, 1948

GOVERNMENT IN BUSINESS AGAIN? VOTE NO ON AMENDMENT NO. 1 MUNICIPAL LIQUOR STORES

Support Private Enterprise When You **VOTE NO**
Placing the liquor business in the hands of local politicians would introduce the evils of graft, machine politics and incompetence.
LIQUOR AND POLITICS DO NOT MIX

Private liquor industry spends \$20,704,322 annually for taxes, for licenses, for homes and for living expenses. Any possible profits would not offset losses to your community.

Don't throw thousands of men and women out of work. Many of them are veterans. HELP PROTECT JOBS FOR NORTH DAKOTANS.

You will protect private industry, keep liquor out of politics, save jobs and **CONSERVE TAX REVENUES WHEN YOU**

VOTE NO

Political Advertisement Sponsored and Paid for by the Committee for the Protection of Private Enterprise

PAGE ELEVEN

Vote Republican - Tuesday, Nov. 2



Re-Elect Gov. Fred G. Aandahl

Political Advertisement Authorized and Paid for by Republican State Central Committee, A R Bergesen, Campaign Manager

Cruising Around Our Airports

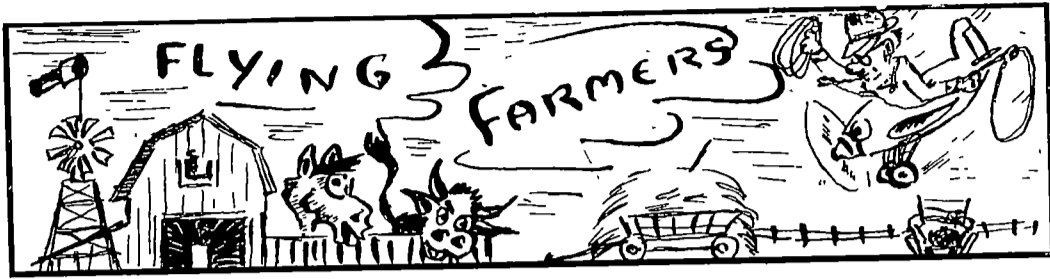
LEMON AIRCRAFT CO and the JAYCEE'S did a swell job on the airshow at LEMON this month. There was a fine turnout, and the show was delayed because of the large crowds. At FARGO I had the surprise of my life when shortly after I landed a young man offered

me a ride to town. SEZ HE, THESE TAXI'S ARE ROBBERS. Thanks for the lift. Someone will always run a good thing in the ground. That fine Plymouth courtesy car over at RUGBY FLYING SERVICE no longer has a comfortable back seat. Courtesy of some careless driver and a live cigarette. Over a NEW ROCKFORD the field is excellent shape and 2 two old c-3 Aeronca's take us back to the days when there were but few airplanes in the Dakota's. Taking a look at McINTOSH

airport it is most conveniently located south of town where the visitors and farmers park their airplanes and stroll into town. WESTERN FLYING SERVICE at WINNER is building a new modern shop, what a nice location for an Approved Repair Station. TIGERS AIR SHOW put on a free display of precision flying over at VALLEY CITY. But ground control of the visitors could have been improved considerably. SAX AVIATION at DICKINSON now has Goodyear crosswind landing gears on two of their demonstrators, a Cessna 140, and the new four place Cessna 170. Cruising into Mobridge I found the service at the gas pit fine, but no windshield wiper's. On the way to town the cabbie had a co-pilot that showered me with candy wrappers and popcyles. The finest restaurant in town was the Sereno Cafe, where the beautiful waitress bragged of the cafe and promptly brought me a cold bowl of chili. Oh well, the prices were reasonable. I'll never forget the time down south I had to sell my airplane to pay for the hotel room.

JC's Sponsor Air Marker

The Bismarck Junior Chamber of Commerce Aviation Committee headed by Tom Marking have sponsored an air marker for Bismarck. The North Dakota Aeronautics Commission in co-operation with the CAA, Chicago have supplied 5 gallons of aluminum paint and 5 gallons of yellow traffic paint for the Bismarck JC project. The name Bismarck is being painted with 15-foot letters along with an airport direction symbol and the latitude-longitude separated by an arrow pointing north. The air marker will also include the new Skyway No 2 identification which is the official skyway extending from Seattle, Wash., to Boston, Mass. The JC's are putting forth the manual labor in the actual painting of the sign. The Bismarck JC's are to be congratulated for their fine efforts in getting this project under way. The Aeronautics Commission will be happy to co-operate with other community civic groups who are interested in the air marking of their town.



Urges Airplanes for Use on Farms

COLUMBUS, O — America's Flying Farmers were told Friday that the use of the airplane in farming offered more chances for profit than any other activity.

D. W. Rentzell, administrator of civil aeronautics, cited the rapid growth of the airplane as a farm implement in spraying, dusting, seeding, cotton defoliation, pipe and power line patrol, and cattle checking, and said in a speech prepared for the Flying Farmers' third annual convention.

"Today the planes engaged in these activities are standard craft converted for special uses. It is inevitable that soon we will have airplanes designed and constructed especially for such agricultural uses.

"Even now, some operators are planning uses of aircraft as big as DC-3's (twin-engine transport) for weed control over vast areas of the northwest. For many uses in spraying and dusting, the helicopter is particularly suited and it is being given new jobs right along.

"There are more possibilities for profit producing business in the use of the airplane in agriculture than in any other activity today. And its benefits upon our national economy are such that all of us should join in promoting industrial flying aggressively."

This, Rentzell said, will help airport operators, plane makers, fuel companies, and labor.

"In addition," he continued, "will come revolution in the raising of American crops upon which the world now is depending for its food."

Ocean Flight Offered As CAP Prize

A flight to England as a guest of the United States and British air forces will be the prize for the winner of the Civil Air Patrol-sponsored aviation courses offered juniors and senior in North Dakota high schools.

Second prize will be a flight to Canada under a similar arrangement with the RCAF, and third prize will be a \$100 scholarship which the student may use to obtain flight instruction.

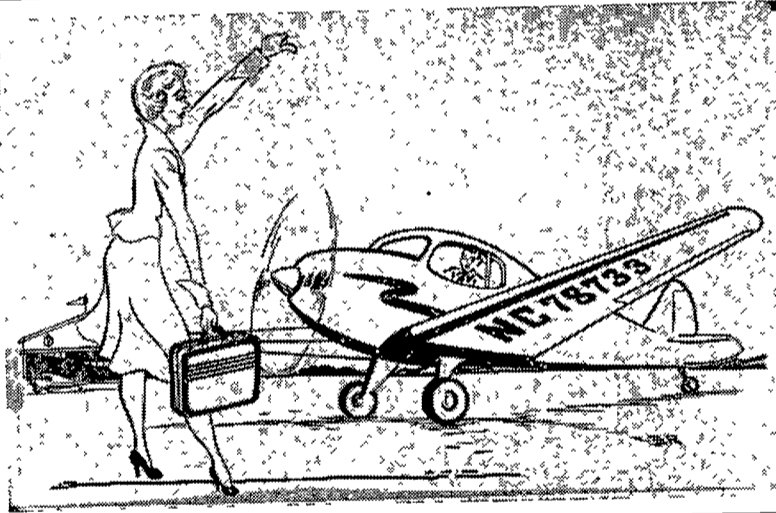
Col. Irven A. Mylhra of Fargo, commanding the North Dakota wing of CAP, made the announcement. The prize is offered in each state, England and Canada. In turn, each is sending 48 youths to the United States in exchange.

The pro-flight courses offered in North Dakota high schools are elective and are approved by G. B. Nordrum, state superintendent of public instruction. Last year 32 North Dakota schools offered the course and several hundred students participated.

Price Increase on Ercoupe

According to recent statistics, the US Dollar is today worth only \$0.54 of the pre-war dollar. Consequently, the cost of food, clothing, automobiles—in fact, almost everything, has about doubled. One exception has been the light airplane. Before the war, the Ercoupe, without trimmings, sold for \$2,650.00. This year the Improved Ercoupe, with two-way radio and many other "Deluxe Features" has been selling for \$3,590.00, which is equivalent to \$1,938.60 by pre-war standards based on the 54/100 radio.

We have tried to keep the price down, but find that we must increase the price in order to maintain the high quality of the Ercoupe. Effective September 21, 1948, the Model E Ercoupe will be sold at \$3,790.00, FAF Riverdale. All orders with deposits received prior to September 21 will be filled at \$3,590.00.



Classified Ads

The Closing Date for All Ads---20th of Each Month
Rate: \$1.00 Minimum Over 15 Words—5 Cents Per Word

FOR SALE—Stinson Station Wagon
165 horsepower, 720 hours total
100 hours since major Clean Only
\$3,495 00 Western Flying Service,
Phone 95, Winner, S Dak

FOR SALE—1947 Piper Super
Cruiser 200 hours total, clean A
steal for only \$1,895 00 Western
Flying Service, Phone 95, Winner,
S. Dak

WANTED—Good light plane Pre-
fer 1946 Aeronca Champion Leo
Colby, Bergen, N D

FOR SALE—1942 Aeronca T A Y
Recovered in '46, Flyaway for \$549
Glen P Larson Regent N D

FOR SALE—Stinson Station Wagon,
82 hrs Strictly new condition
Privately owned, priced to sell at
\$4,595 00 Lionel Hopkins Green-
bush, Minnesota

Honeymooners Vacation in N. D.

Mr and Mrs Duncan W Malvern all the trimmings of any newlyweds
were married on Sept 1, at Oakland, automobile, Mr Malvern was not to
they had little time for their honey- greatly concerned asto how he was
moon The problem was solved how- going to shine his airplane again
ever by making the 3000 mile trip The Malver's visited Mr and Mrs
in their Cessna 140 The aircraft had Harold Rorviks at Dickinson and

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SUBSCRIPTION ORDER BLANK

THE DAKOTA FLYER
Dickinson, North Dakota
Box 624

PLEASE ENTER MY SUBSCRIPTION TO "Voice of Dakota
Aviation" Enclosed you will find \$2 00 for one year's subscrip-
tion

NAME

ADDRESS

CITY

STATE

then continued their trip to the W
D Dunlaps Ranche in Brockway,
Montana

Keep Clear

Sponsored Monthly by the
North Dakota Aviation
Operators Association

When you carry a deadly weapon,
you must keep it pointed away from
people Propellers are deadly wea-
pons and it is the pilot's duty to see
that no one gets hurt Carelessness
on the pilot's part may result in
heavy damage claims by the victim
or his heirs

Out in Wyoming a few months ago
a truck driver gave a pull on the
propeller of a plane to see how it
felt The engine coughed into into
action and the propeller slashed off
three of the truck driver's fingers
Some one left the ignition turned
on

The pilot must remeber that spin-
ning blades are difficult to see and
passengers make no effort to keep
clear People quickly forget words
of caution and the pilot must keep
watch to see that passengers always
approach a plane from the rear

W H Rodda

IT'S GREAT TO FLY

It's great to be up in an airplane
Up there among the fleecy clouds
Up there you escape the cars and
pain

Of the city's busy crowds.
Up there your a man that's akin to
God,

Your free from the earth below.
You're free from the toil of the fur-
rowed soil

And you go where you want to go.
It's fun to be a tramp of the sky,
A pilot of your own;

And see all the nations as they pass
you by,

And the oceans you have flown.
Yes, up there in the deepend blue
A man is really free

Up there all the dreams you've had
are true,

And you're as free as a man can
be

Ernest Lovin
Bismarck, N D.

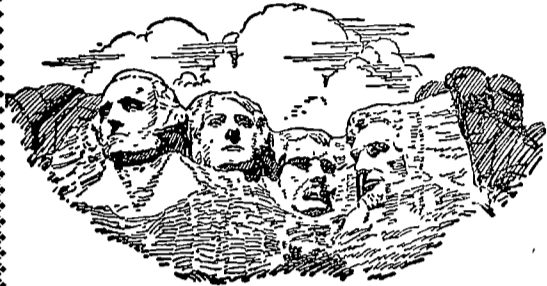
Motors cool off rapidly when
landing on a cold day The throttle
should be opened periodically dur-
ing glide to clear out exhaust gases
and prevent engine s toppage—A
Buzzer soon becomes meat for the
Buzzards

Skjerven Flying School

AERONCA SALES

Charter and Flight School

PARK RIVER NORTH DAKOTA



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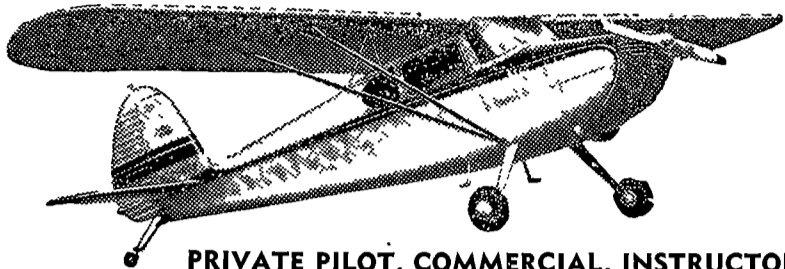
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LUSCOMBE - - PIPER AIRPLANES

Bob Wells, Operator

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DISTRIBUTORS
For North Dakota and
Western Minnesota

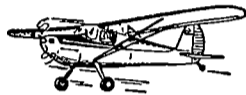
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